

Amendments to the Claims

Claim 1. (CURRENTLY AMENDED) An on-board, ventilating airflow management system dedicated for use in operative association with the electrical sliding-contact zone in an aircraft rotary electrical generating device, said system, in operative condition, comprising

an air intake (a) spaced from the electrical generating device and from the aircraft engine, (b) independent of the aircraft engine and (c) disposed to intake a flow of air under circumstances with the aircraft engine operating,

elongate fluid-flow conduit structure having (a) an intake end disposed adjacent said air intake for receiving an airflow therefrom, (b) a discharge end including a fluid-flow connector which closes upon the mentioned electrical sliding-contact zone, whereby said discharge end, via said coupler, is located adjacent, and operatively and tightly coupled to [[,]] said electrical sliding-contact zone for directing therein substantially solely, all the airflow, and only from that which is received at the conduit structure's said intake end, and (c) a fluid-flow path extending between and communicating with said ends, said conduit structure assuming substantially the full responsibility for the delivery of all air flowing into said zone, and particulate filter structure operatively disposed in said conduit structure's said fluid-flow path, intermediate said intake and discharge ends, adapted to prevent particle passage through said connector into the operatively associated electrical sliding-contact zone.

Claim 2. (ORIGINAL) The system of claim 1, wherein said conduit structure, upstream in

said path from said filter structure, includes a velocity-modifying flow-expansion chamber which reduces airflow velocity.

Claim 3. (ORIGINAL) The system of claim 1, wherein said conduit structure, intermediate it's said intake and discharge ends further includes liquid trap and drain structure.

Claim 4. (ORIGINAL) The system of claim 3, wherein said trap and drain structure is gravity operated.

Claim 5. (ORIGINAL) The system of claim 2, wherein said conduit structure, adjacent the location of said filter structure, includes liquid trap and drain structure.

Claim 6. (WITHDRAWN) A method for managing ventilating airflow for the electrical sliding-contact zone in an aircraft rotary electrical generating device comprising

intaking, during operation of the aircraft engine, a flow of air at an airflow location which is functionally upstream from the location of the electrical generating device,

filtering the thus intaken flow of air to block the passage of particulates entrained in that flow, thus to create a filtered airflow, and

directing the created, filtered airflow into the mentioned electrical sliding-contact zone in a manner whereby the filtered airflow is substantially all of the ventilating airflow which enters the zone.

Claim 7. (WITHDRAWN) The method of claim 6 which further comprises, prior to filtering, reducing the velocity, and expanding the cross-sectional area, of the intaken airflow.

Claim 8. (WITHDRAWN) The method of claim 6 which further comprises, before performing said directing step, trapping and draining liquid entrained in the intaken airflow.

Claim 9. (WITHDRAWN) For use in a vehicle having an engine, an exhaust structure which is furnished for that engine, and an electrical generating device possessing a nominally exposed electrical sliding-contact interface zone, a method for protecting that zone from particulate exhaust effluent emitted by such exhaust structure, said method comprising,

providing a substantially exclusive airflow system which lies operatively intermediate the exhaust structure and the zone for defining substantially the full airflow which reaches that zone, and

within that system, performing particulate filtering at a point which is upstream from the zone.

Claim 10. (WITHDRAWN) The method of claim 9 with respect of which the subject vehicle is an aircraft.

Claim 11. (CURRENTLY AMENDED) A system in an aircraft comprising an electrical generating device,

an electrical sliding-contact zone in said device,

an air intake spaced from said device, and disposed to intake a flow of air under circumstances with the aircraft engine operating,

fluid-flow conduit structure having (a) an intake end disposed adjacent said air intake for receiving an airflow therefrom, (b) a discharge end including a fluid-flow connector which closes upon the mentioned electrical sliding-contact zone, whereby said discharge end, via said coupler, is located adjacent and tightly coupled to said electrical sliding-contact zone for directing therein, substantially solely, all the airflow, and only that which is received at the conduit structure's said intake end, and (c) a fluid-flow path extending between and communicating with said intake and discharge ends, with said conduit structure assuming substantially the full responsibility for the delivery of all air flowing into said zone, and particulate filter structure operatively disposed in said conduit structure's said fluid-flow path, intermediate said intake and discharge ends, said filter structure being adapted to prevent particle passage through said connector into said electrical sliding-contact zone.